

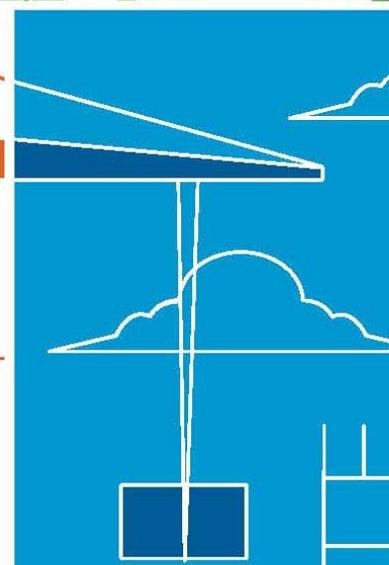
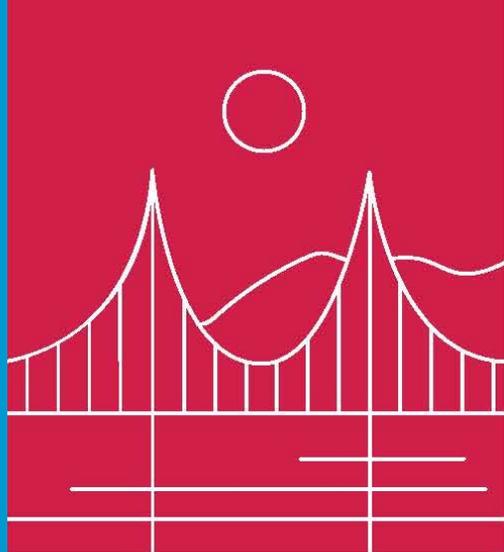
Plan BayArea 2040

DRAFT PLAN

May 20, 2017

*Marin County workshop
and open house*

**Matt Maloney, MTC
Principal Planner**



Plan
BayArea
2040

MTC and ABAG are responsible for creating long-range plans for the San Francisco Bay Area.



Metropolitan Transportation
Commission



Association of Bay Area
Governments

What is Plan Bay Area 2040?

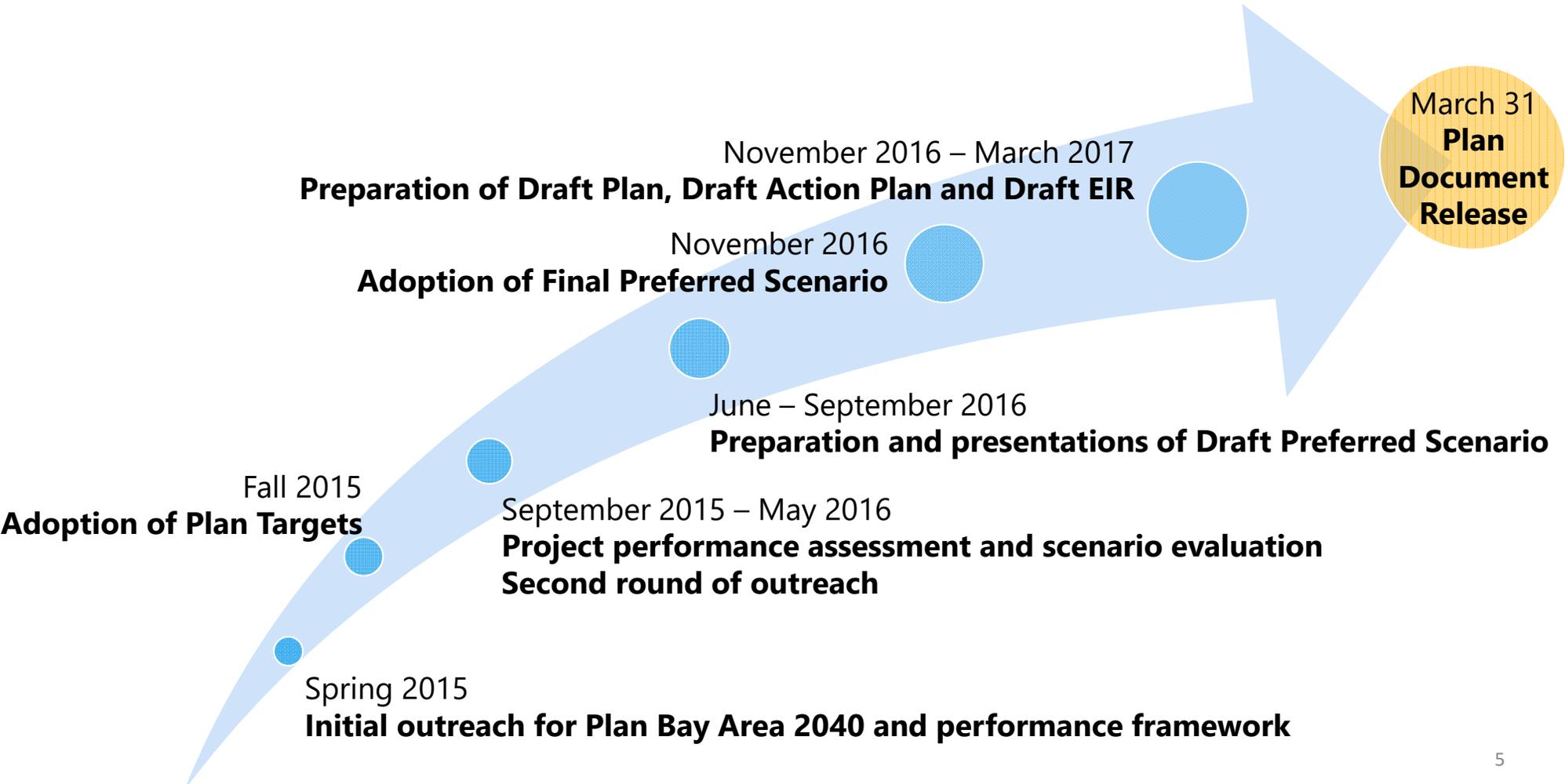
- A blueprint to coordinate land use and transportation policies, projects, and public investments
- Part of California's approach to reducing greenhouse gas emissions from vehicles
- Updated regularly, every four years
- An ongoing conversation about the kind of Bay Area we want to leave for future generations



Plan Bay Area 2040 is a “limited and focused” update

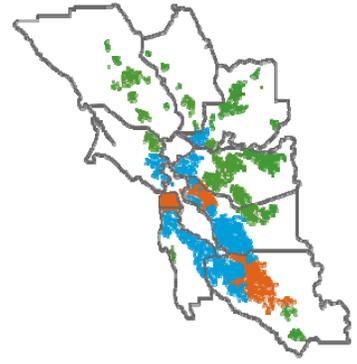
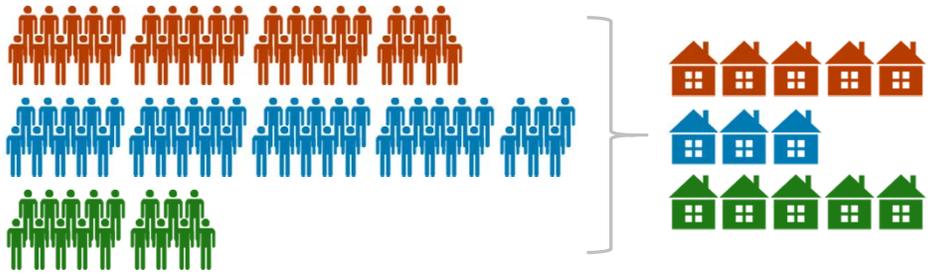
- Reflects foundation established in Plan Bay Area (2013)
- Updates fiscally constrained transportation plan
- The Plan does not directly fund transportation projects or change local land use policies
- The Plan does not establish new Regional Housing Needs Allocation (RHNA) numbers for any jurisdiction





Our economy is booming – but housing is lagging behind.

Jobs added from 2011 through 2015: **501,000**
Housing units built from 2011 through 2015: **65,000**



Big 3 Cities:
1 housing unit built for every **7 jobs** created

Bayside Cities and Towns:
1 housing unit built for every **15 jobs** created

Inland, Coastal, Delta Cities and Towns:
1 housing unit built for every **3 jobs** created

Regionally: 1 house was built for every 8 jobs created

<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>



The Plan's land use policy strategies are illustrative, and focus on accommodating growth in locally-identified PDAs

The **Final Preferred Scenario** has the following key strategies for land use:

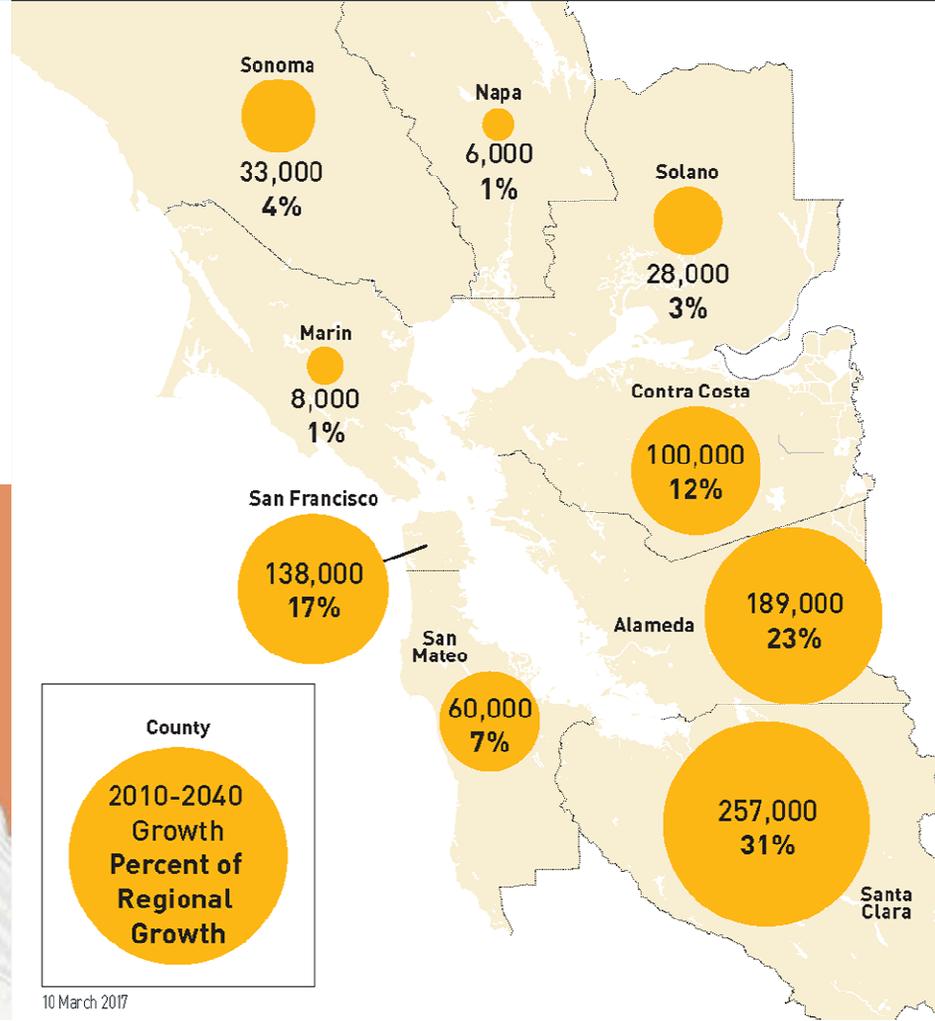
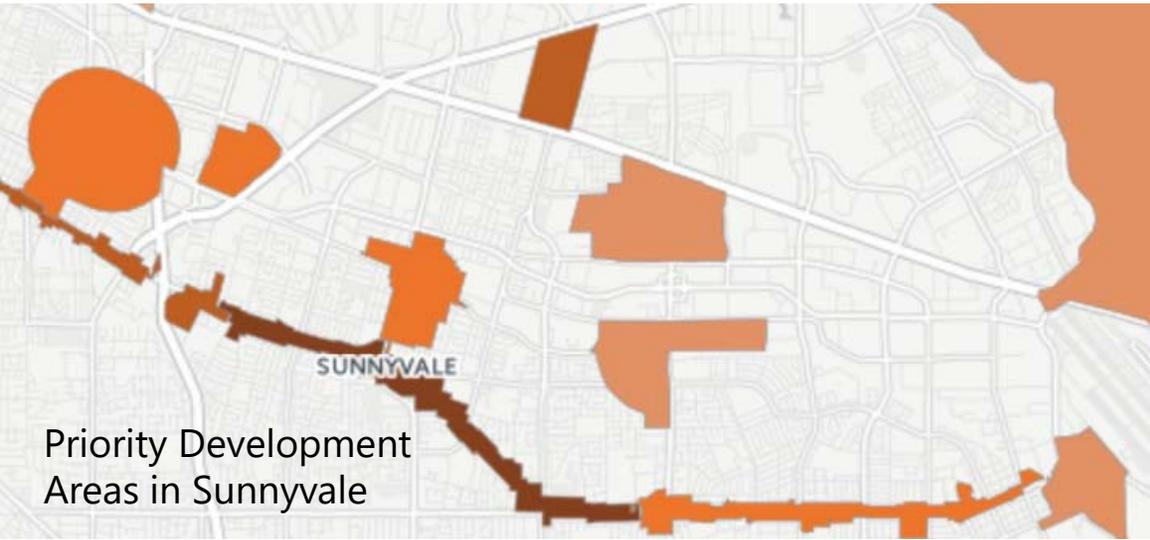
- Keep **current urban growth boundaries** in place.
- Preserve and incorporate **office space caps** in job-rich cities.
- Assume for-profit housing developments make **10 percent of units deed-restricted** in perpetuity (in cities with PDAs).
- Assign higher densities **to select PDAs**.
- Reduce the cost of building in PDAs and TPAs through **eased parking minimums** and **streamlined environmental clearance**.
- Assume **subsidies** stimulate housing and commercial development within PDAs.
- Assume **commercial development fee** based on VMT to improve jobs-housing ratio and to fund affordable housing in PDAs.



Plan Bay Area 2040's Forecasted Development Pattern

Land Use

- 820,000 new households
- 1,300,000 new jobs
- Over 75% of new households in **Priority Development Areas**
- 46% of new households in Big Cities



For Marin County, the Draft Plan's forecasted development pattern envisions 8,400 new households and 13,200 new jobs.

Geography	Households 2010	Households 2040 (Forecast)	Employment 2010	Employment 2040 (Forecast)
Marin County	103,200	111,600	121,800	135,000
Inside PDAs	3,100	4,400	9,700	10,800
Outside PDAs	100,100	107,200	112,100	124,200
<i>PDA % Growth Share</i>		15%		8%

For detailed tables on the city and PDA levels:

Go to 2040.planbayarea.org/reports -- data tables available in the Land Use Modeling Report



Breakdown of Household Growth by Local Jurisdictions (Part 1)

Jurisdiction	Households 2010	Households 2040 (Draft Preferred)	Households 2040 (Final Preferred/ Draft Plan)	Change between Draft & Final
Belvedere	930	1,000	990	-10
Corte Madera	3,800	4,350	4,300	-50
Fairfax	3,400	3,550	3,700	150
Larkspur	5,900	6,300	6,400	100
Mill Valley	6,100	8,150	6,400	-1,750
Novato	20,300	21,350	21,200	-150
Ross	800	900	840	-60

Breakdown of Household Growth by Local Jurisdictions (Part 2)

Jurisdiction	Households 2010	Households 2040 (Draft Preferred)	Households 2040 (Final Preferred/ Draft Plan)	Change between Draft & Final
San Anselmo	5,200	5,450	5,500	50
San Rafael	22,800	25,950	25,600	-350
Sausalito	4,100	4,500	4,400	-100
Tiburon	3,700	3,850	3,900	50
Marin County (Unincorporated)	26,200	30,600	28,400	-2,200
County Total	103,200	115,900	111,600	-4,300

Breakdown of Employment Growth by Local Jurisdictions (Part 1)

Jurisdiction	Employment 2010	Employment 2040 (Draft Preferred)	Employment 2040 (Final Preferred/ Draft Plan)	Change between Draft & Final
Belvedere	310	300	320	20
Corte Madera	6,500	7,450	7,200	-250
Fairfax	1,600	1,700	1,700	0
Larkspur	7,500	8,800	7,700	-1,100
Mill Valley	6,000	6,600	6,600	0
Novato	26,400	29,500	28,300	-1,200
Ross	360	400	380	-20

Breakdown of Employment Growth by Local Jurisdictions (Part 2)

Jurisdiction	Employment 2010	Employment 2040 (Draft Preferred)	Employment 2040 (Final Preferred/ Draft Plan)	Change between Draft & Final
San Anselmo	3,300	3,650	3,400	-250
San Rafael	43,400	49,100	49,000	-100
Sausalito	5,200	5,800	5,900	100
Tiburon	2,800	2,900	2,900	0
Marin County (Unincorporated)	18,400	21,350	21,600	250
County Total	121,800	137,600	135,000	-2,600

Over half of Plan revenues are from local sources.

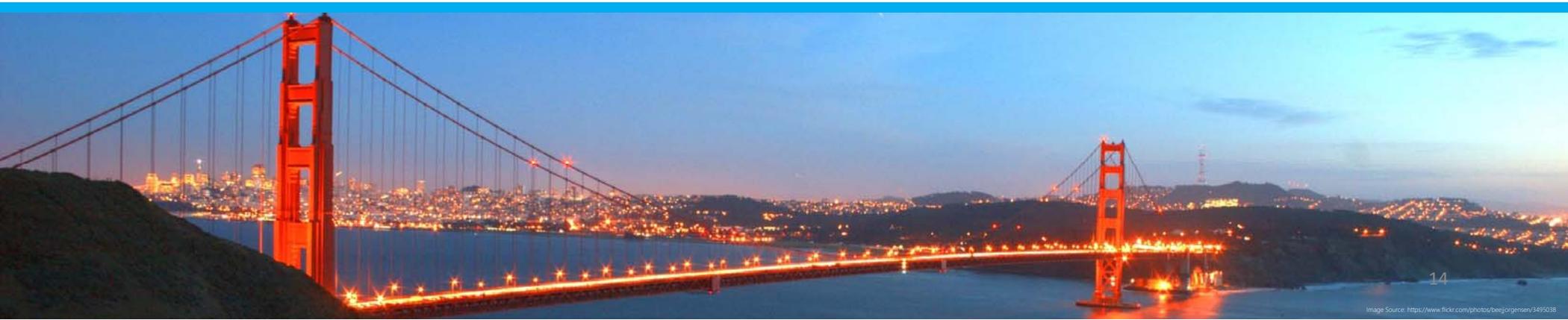
Revenue Envelope for Plan Bay Area 2040

■ Federal
 ■ State
 ■ Regional
 ■ Local
 ■ Anticipated
 ■ 2016 Transportation Ballot Measures



\$303 billion

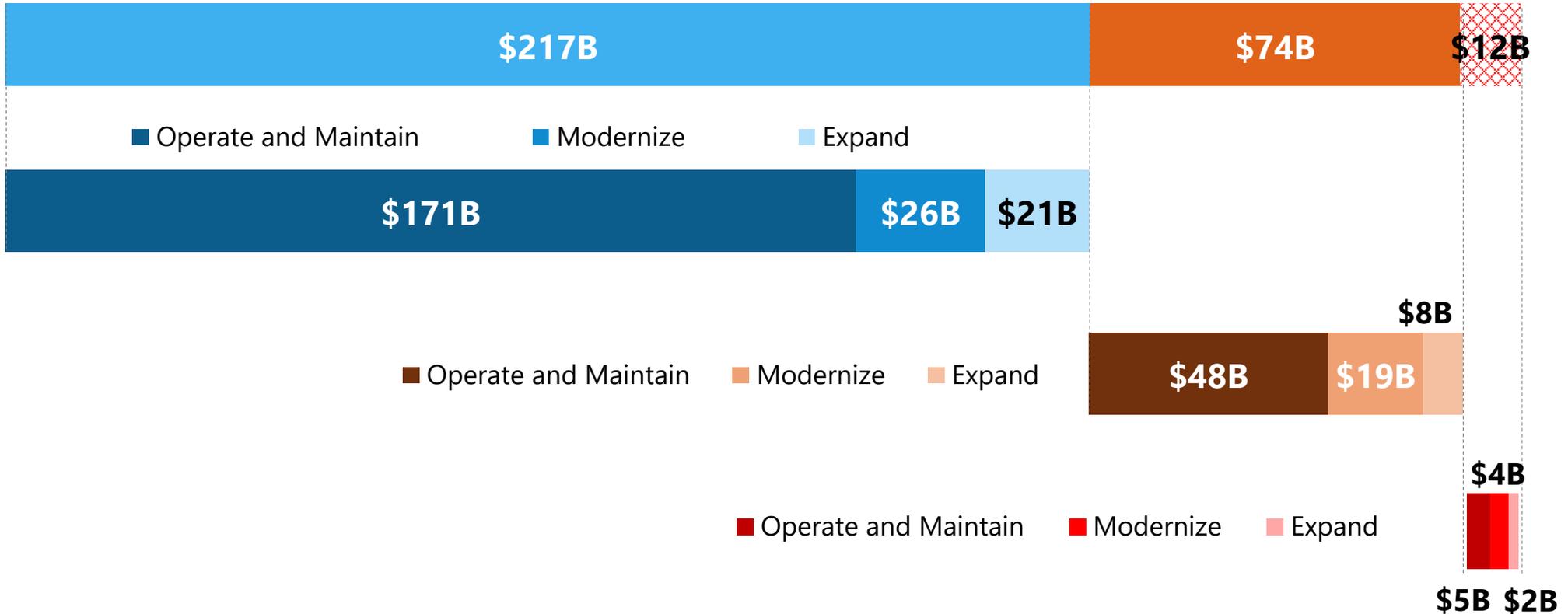
Year of Expenditure \$



Most of the funding in the Draft Plan is already “committed”

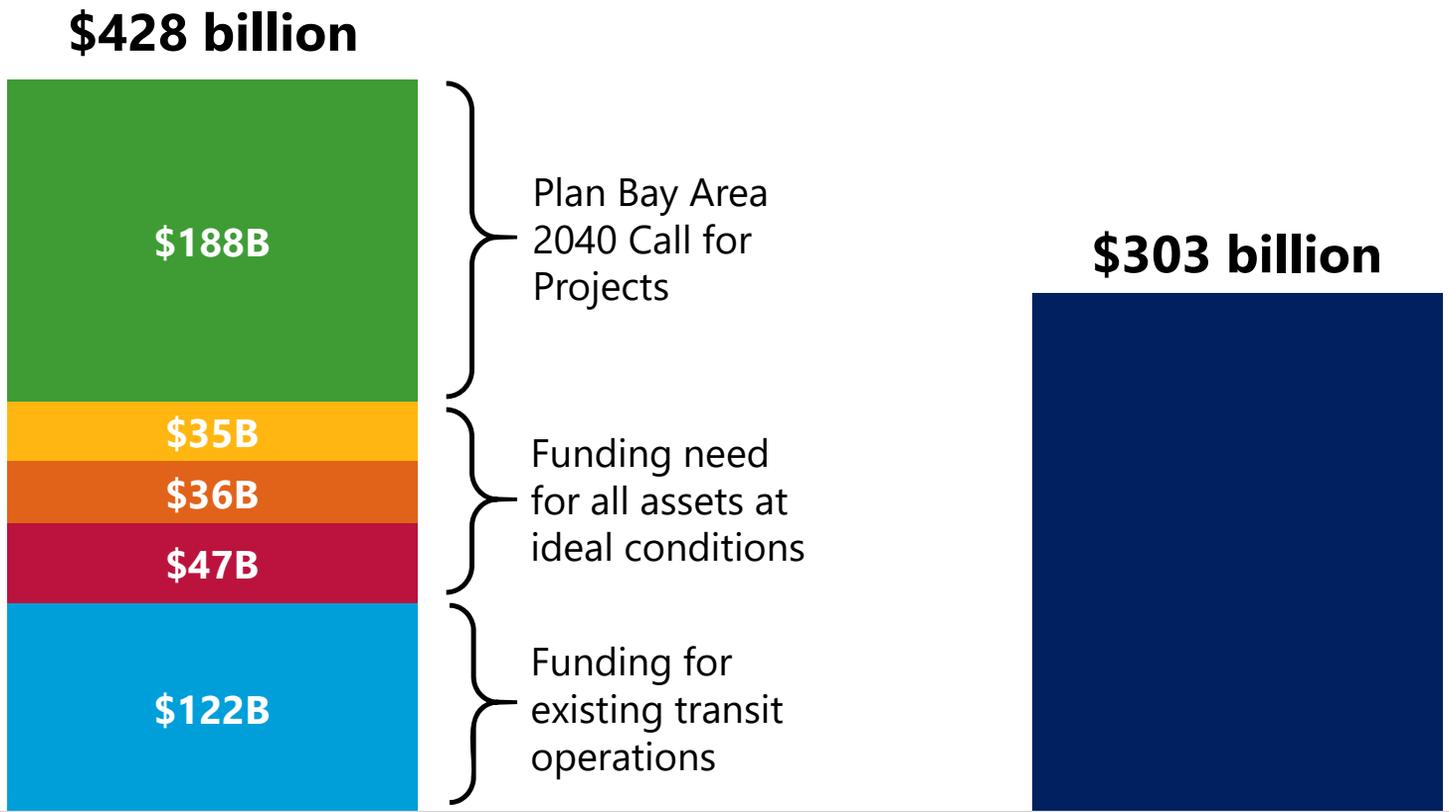
Breakdown of Draft Preferred Scenario Funding

■ Committed ■ Discretionary ⊠ 2016 Transportation Ballot Measures



Note – values may not sum due to rounding

Due to fiscal constraints, it was not possible to achieve ideal maintenance conditions and to fund all projects submitted.



Funding Need

Available Revenue

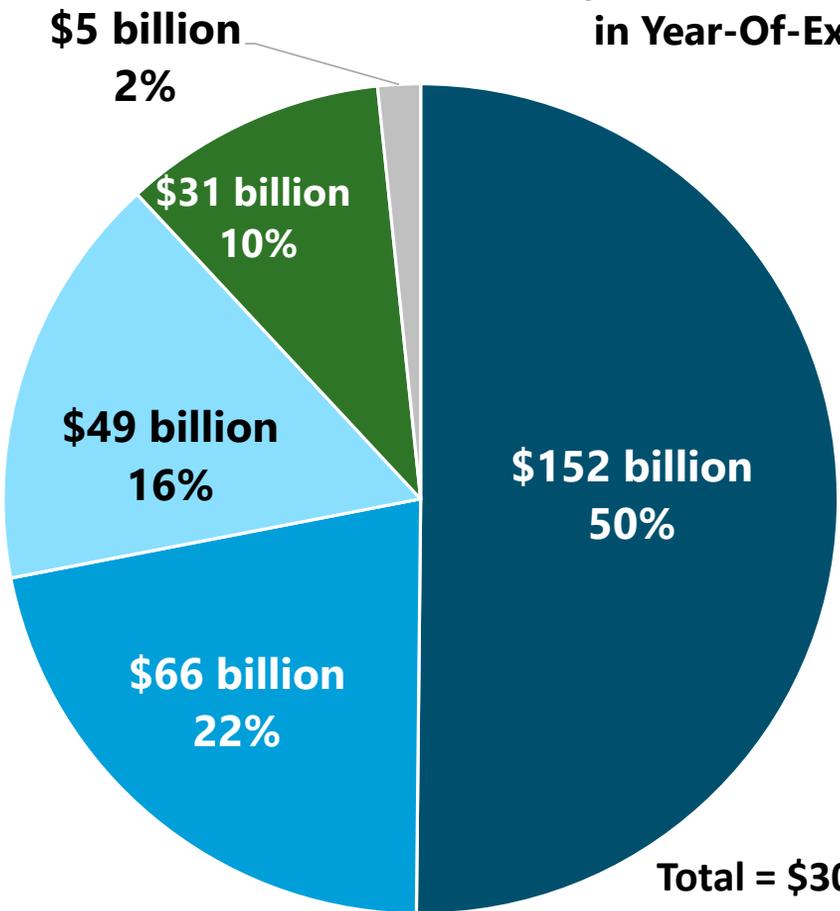
- Transit Operations
- Transit Capital (Ideal)
- Local Streets (Ideal)
- Highways/Bridges (Ideal)
- Projects
- Available Revenue

Transportation investments support land use through emphasis in operations, maintenance, and modernization

Plan Bay Area 2040 Funding Distribution in Year-Of-Expenditure \$

90%
**Operate, Maintain,
and Modernize**

10%
**Expand Existing
System**

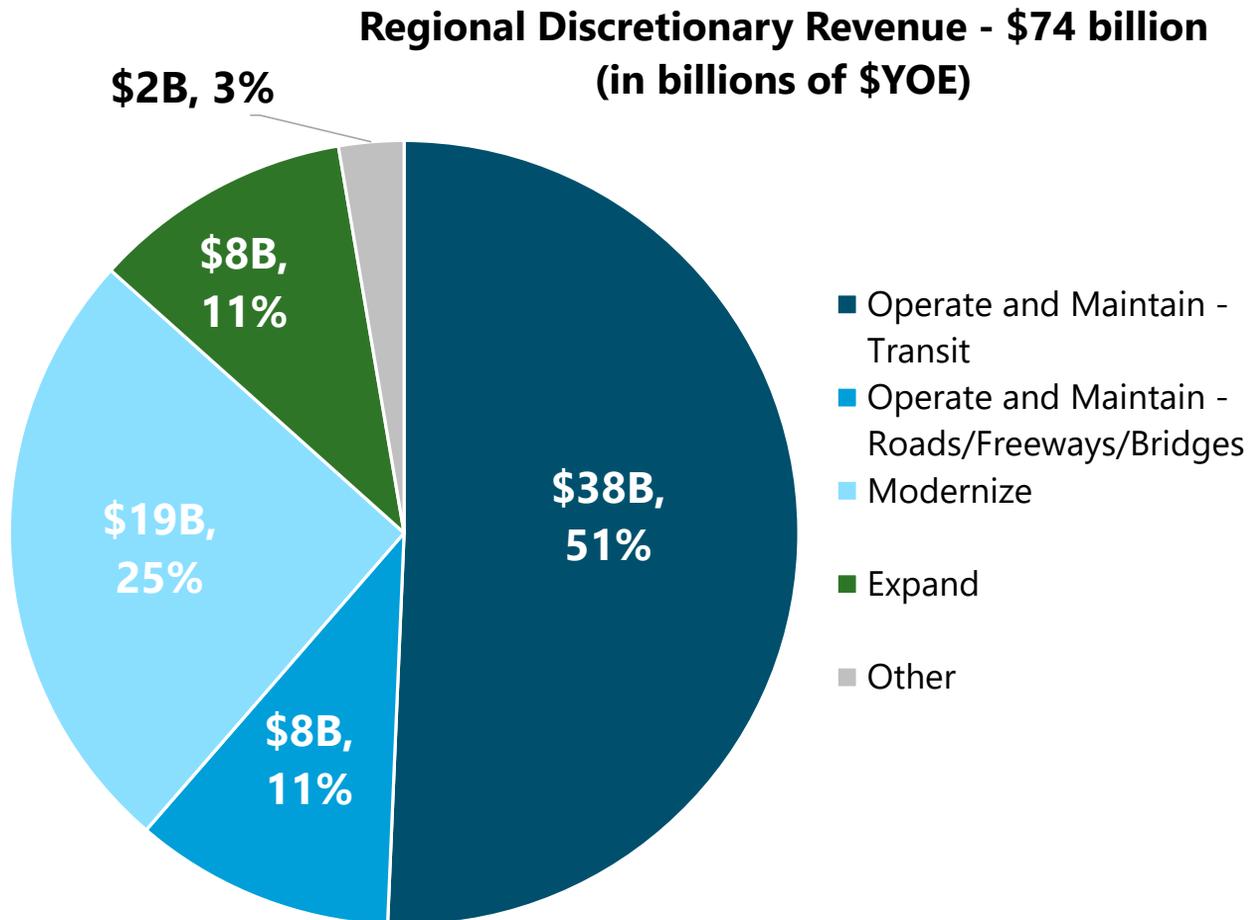


- Operate and Maintain - Transit
- Operate and Maintain - Roads/Freeways/Bridges
- Modernize
- Expand
- Debt Service and Cost Contingency

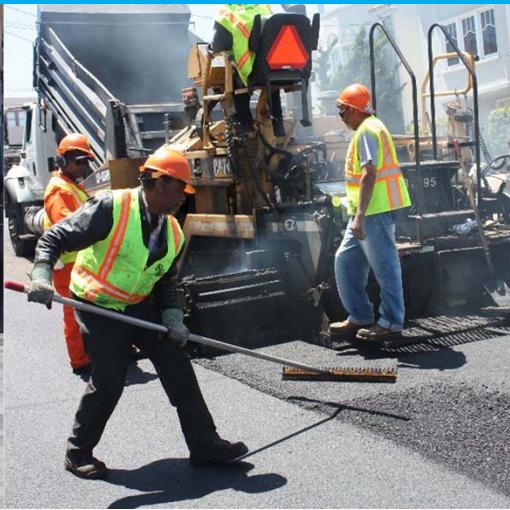
Total = \$303 Billion

Future regional discretionary revenues support maintaining the existing system while balancing modernizing and expanding.

Major Discretionary Fund Sources	Amount (in billions)
FTA Formula Funds + Other Cond. Discr. Sources	\$30.5
STP-CMAQ	\$4.7
New Starts/Small Starts/ Core Capacity	\$5.0
Cap and Trade	\$4.8
STA-Pop	\$1.9
ATP + ITIP	\$1.2
High Speed Rail	\$0.7
Future Regional Measures	\$8.9
Other Federal	\$2.3
Anticipated/Unspecified	\$14.0



\$218 billion goes directly to operations and “Fix It First”, reflecting the high performance of transit maintenance investments.



Strategy 1:
Operate and Maintain
\$218 billion (72%)

Includes:

- Transit Operations (\$120 billion)
- Transit Maintenance (\$32 billion)
- Local Streets Operations and Maintenance (\$35 billion)
- Highway and Bridge Maintenance (\$30 billion)

Modernization of existing transit system and highways is a high priority as well.



Strategy 2: Modernize **\$50 billion** (16%)

Includes:

- BART Core Capacity (\$4 billion)
- Caltrain Electrification (\$2 billion)
- Bike/Ped Program (\$5 billion)
- Goods Movement Program (\$5 billion)
- Mobility and Access Program (\$2 billion)



The share of funding allocated towards expansion projects continues to decline – focusing primarily on high-performers.



Strategy 3:

Expand

\$31 billion (10%)

Includes:

- High Speed Rail in Bay Area (\$8 billion)
- BART to San Jose (\$5 billion)
- Caltrain Downtown Extension (\$4 billion)
- Silicon Valley Express Lanes: SR-85 + US-101 (\$2 billion)



In Marin County, the following major projects are included in the fiscally-constrained Draft Plan, among others.



Marin-Sonoma Narrows (Phase 2)

SMART Extension to Larkspur

San Rafael Transit Center Relocation

In addition to transport investments & land use shifts, the Climate Initiatives Program helps the Bay Area exceed its 2035 GHG target.

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EV Feebate Program
EV Charger Program
EV Purchase Incentive



Bike Share & Infrastructure
Car Sharing
Commuter Benefits Ordinance



Transport. Alternatives
Trip Caps
Vanpool/Shuttle Incentives

The Draft Plan meets our environmental goals, but it does not solve the region's affordability challenges.

	Goal	Draft Plan Performance	
Goods Movement/Congestion Reduction	-20%	-29%	
Middle-Wage Job Creation	+38%	+43%	
Climate Protection	-15%	-16%	
Open Space and Agricultural Preservation	100%	100%	
Adequate Housing	100%	100%	
Transit Maintenance	-100%	-75%	
Non-Auto Mode Shift	+10%	+3%	
Affordable Housing	+15%	+3%	
Healthy and Safe Communities	-10%	-1%	
Access to Jobs	+20%	-0%	
Road Maintenance	-100%	+6%	
Displacement Risk	+0%	+5%	
Housing + Transportation Affordability	-10%	+13%	

Plan BayArea 2040

The Draft Plan Document directly incorporates a draft Action Plan – with its primary purpose being to tackle issue areas like affordability where the Draft Plan remains far off trajectory.

Housing +
Transportation
Costs
(as a share of
income)*

54%
of
household
income

2005



Transportation:
+1%

Housing: +12%

Housing + Transportation: +13%

67%
of
household
income

2040

* = for lower-income households

Plan Bay Area 2040

Plan Bay Area 2040

Section 1 – *The Bay Area Today*

Section 2 – *What is Plan Bay Area 2040?*

Section 3 – *Forecasting the Future*

Section 4 – *Strategies and Performance*

Section 5 – *Action Plan*

16 Supplemental Reports

Environmental Impact Report

- The **Draft Plan**, including the **Draft Action Plan**, was released for public comment on **March 31**.
- The **Draft EIR** is slated for release **later this month**.
- Comments on all of these draft documents will be accepted **through June 1, 2017**.

Read the Draft Plan online at: <http://2040.planbayarea.org>



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Based on feedback received, staff will finalize the Draft Plan and Draft EIR, preparing for MTC/ ABAG consideration for adoption this summer.

Read the Draft Plan and Draft EIR here: <http://2040.planbayarea.org>